

**IN THE CLAIMS**

1-20. (Cancelled)

21. (Currently Amended) A method of assembling a window lifting mechanism to a vehicle door panel ~~having including~~ a first alignment member formed on the vehicle door panel on one side of the vehicle door panel and a second alignment member formed on the vehicle door panel on an opposite side of the vehicle door panel comprising the steps of:

(a) aligning a window regulator housing relative to the vehicle door panel via the first alignment member;

(b) aligning a power mechanism relative to the vehicle door panel via the second alignment member; and

(c) securing the window regulator housing and power mechanism to the vehicle door panel.

22. (Withdrawn) ~~A-The~~ method as defined in claim 21 wherein step (c) further comprises fixing the window regulator housing and power mechanism to the vehicle door panel independently from the first and second alignment members.

23. (Withdrawn) ~~A-The~~ method as defined in claim 21 wherein step (c) further comprises fixing the window regulator housing and power mechanism to the vehicle door panel via the first and second alignment members.

24. (Currently Amended) ~~A-The~~ method as defined in claim 21 further including the step of forming a single contiguous feature on the vehicle door panel ~~to that defines~~ both the first and second alignment members.

25. (Currently Amended) ~~A-~~The method as defined in claim 24 further including the step of forming the single contiguous feature as a projection on one of the one side or the opposite side of the vehicle door panel, and forming a recess on the other of the one side or the opposite side of the vehicle door panel wherein one of the first alignment member and second alignment member comprises the projection and the other of the first alignment member and second alignment member comprises the recess.

26. (Currently Amended) ~~A-~~The method as defined in claim 25 further including the step of forming a first corresponding alignment member on the window regulator housing to cooperate with one of the projection ~~or~~ and recess and forming a second corresponding alignment member on the power mechanism to cooperate with the other of the projection ~~or~~ and recess.

27. (Currently Amended) ~~A-~~The method as defined in claim 26 further including the steps of forming the projection as a frustoconical projection and forming a corresponding frustoconical surface on the first and second corresponding alignment members such that the frustoconical surfaces engage opposing sides of the frustoconical projection.

28. (Currently Amended) ~~A-~~The method as defined in claim 24 further including the steps of forming the single contiguous feature in a pressing operation, and forming a fixing hole in at least one of the first alignment member and the second alignment member for securing one of the window regulator housing and the power mechanism to the vehicle door panel in which the fixing hole is contiguous with the single contiguous feature formed in the pressing operation.

29. (Currently Amended) ~~A-~~The method as defined in claim 21 further including the step of forming a fixing hole in at least one of the first alignment member and the second alignment member for securing one of the window regulator housing ~~or~~and the power mechanism to the vehicle door panel.

30. (Withdrawn) ~~A-~~The method as defined in claim 21 further including the step of forming at least one of the first or second alignment members as a transversely extending tab formed in the vehicle door panel.

31. (Withdrawn) ~~A-~~The method as defined in claim 30 further including the step of forming both of the first and second alignment members as transversely extending tabs.

32. (Withdrawn) ~~A-~~The method as defined in claim 31 further including the steps of forming a first stepped recess to define a first engagement surface in the window regulator housing, engaging one of the transversely extending tabs with the first engagement surface, forming a second stepped recess to define a second engagement surface in the power mechanism, and engaging the other of the transversely extending tabs with the second engagement surface.

33. (Withdrawn) ~~A-~~The method as defined in claim 21 further including the step of forming at least one of the first ~~or~~and second alignment members as a dowel secured to and projecting outwardly from the vehicle door panel.

34. (Withdrawn) ~~A-~~The method as defined in claim 33 further including the steps of forming both the first and second alignment members as a single dowel having first and second ends projecting outwardly from opposing sides of the vehicle door panel, forming a first opening

in the window regulator housing, forming a second opening in the power mechanism, inserting the first end of the dowel in the first opening, and inserting the second end of the dowel in the second opening.

35. (Withdrawn) ~~A—~~The method as defined in claim 34 further including the step of threadably attaching the dowel only to the vehicle door panel.

36. (Withdrawn) ~~A—~~The method as defined in claim 35 further including the steps of threadably attaching a first fastening element to the first end of the dowel to secure the window regulator housing to the vehicle door panel and threadably attaching a second fastening element to the second end of the dowel to secure the power mechanism to the vehicle door panel.

37. (Withdrawn) ~~A—~~The method as defined in claim 33 further including the steps of forming the first alignment member as a first dowel secured to and projecting outwardly from one side of the vehicle door panel, forming the second alignment member as a second dowel secured to and projecting outwardly from the opposite side of the vehicle door panel where the first and second dowels are laterally spaced apart from each other.

38. (Withdrawn) ~~A—~~The method as defined in claim 37 further including the steps of inserting the first dowel through a first opening formed in the window regulator housing, threadably attaching a first fastening element to the first dowel to secure the window regulator housing to the vehicle door panel, inserting the second dowel through a second opening formed in the power mechanism, and threadably attaching a second fastening element to the second dowel to secure the power mechanism to the vehicle door panel.

39. (Withdrawn) ~~A~~The method as defined in claim 33 further including the step of riveting or swaging the dowel to the vehicle door panel.

40. (Withdrawn) ~~A~~The method as defined in claim 21 further including the steps of forming a fixing feature separately from the first and second alignment features to secure at least one of the window regulator housing ~~or~~and power mechanism to the vehicle door panel, and forming the fixing feature as a projection on one of the window regulator housing, vehicle door panel, ~~or~~and power mechanism having tang for engagement with another of the window regulator housing, vehicle door panel, ~~or~~and power mechanism.

41. (New) The method as defined in claim 21 including simultaneously forming the first and second alignment members by deforming a portion of the vehicle door panel to form a projection on the one side of the vehicle door panel and a corresponding recess on the opposite side of the vehicle door panel wherein one of the first alignment member and second alignment member comprises an outwardly extending surface of the projection and the other of the first alignment member and second alignment member comprises an inwardly extending surface that defines the corresponding recess.

42. (New) The method as defined in claim 21 including assembling one of the window regulator housing and power mechanism to the vehicle door panel without having to hold the other of the window regulator housing and power mechanism in place relative to the one of the window regulator housing and power mechanism.